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# Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

SEPTEMBER 1976

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# Diversity Routine to MSC

Diversity of Military Sealift Command missions and operations has been well illustrated during the past two months—and, as always, command members have fulfilled every task in a highly professional manner.

In Southeast Asia, ships of our controlled fleet completed the sealift of more than 163,000 measurement tons of retrograde military cargo on schedule. In less than four months, beginning in mid-March, Military Sealift Command, Far East successfully managed the removal of military cargo from Thailand as part of the withdrawal of United States forces from that country.

While command crews and ships helped carry out that highly successful withdrawal, a Military Sealift Command tanker, USNS Sealift Arctic, was involved in another type of operation. At the request of the U.S. State Department, Sealift Arctic was diverted from her normal mission to deliver approximately 50 million gallons of water to Curacao in the Dutch Antilles. The water, transported from Venezuela to Curacao, was needed to supply the local population after an accident had curtailed output of a Curacao desalinization plant by 80 per cent. Beginning July 7, and continuing through early August, Sealift Arctic shuttled between Curacao and Maracaibo with the sorely needed water. Cost of the operation was funded by the Netherlands government.

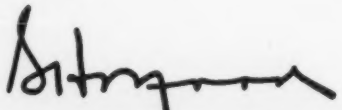
Another significant event during July was the consolidation of cargo between USNS Marias and USNS Waccamaw off the island of Crete in the Mediterranean. This was the first operation of this type for our fleet support oilers. Capt. Walter H. Barckmann of Marias and Capt. John H. Wheildon of Waccamaw and their crews are to be congratulated for a successful operation, one reported on in this issue of Sealift.

For the first time since 1964, elements of Military Sealift Command are involved in a major contingency exercise. In early August, the roll-on, roll-off ships Adm. William Callaghan, USNS Meteor and USNS Comet, and the SS American Ranger began lifting vehicles, helicopters and equipment-laden containers of the Army's 101st Airborne Division from Norfolk, Va. to ports in the Netherlands and Belgium.

Approximately 13,000 troops of the airborne division and other Army elements in Europe will take part in NATO maneuvers in Germany as part of Exercise Reforger 76. MSC ships will return the Army division's equipment to the United States following completion of field maneuvers. The purpose of Reforger 76 and the role of MSC are reported on in this issue. Broader coverage will be published in future issues of Sealift.

Realistic exercises such as Reforger are vitally important to MSC, the Navy, and the Department of Defense. They are the most effective means of developing MSC expertise to perform our contingency sealift role, and to evaluate the readiness and responsiveness of available ships and command personnel.

While July and August were months in which MSC continued to carry out a variety of peacetime functions, they also offered us an opportunity to demonstrate our flexibility, our responsiveness to both routine and non-routine missions, and our ability to plan and carry out the types of tasks we anticipated during an emergency.



Commander, Military Sealift Command

*Photo by Kevin Manning*

COVER: With the bicentennial Navy jack fluttering overhead, Ordinary Seaman Jerry McAlister fixes a line to the bow of the USNS Wilkes in preparation for the July 4 open house at the Washington Navy Yard.


**Rear Adm. Sam H. Moore**
Commander, Military Sealift Command

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# Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

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## Features:

### Water for Curacao

Sealift Arctic delivers needed water to an almost dry Caribbean island.

page 4

### NATO Exercises

Four MSC controlled ships provided logistical support for NATO exercise in West Germany.

page 6

### Charlie Brown

USNS Wilkes seaman offers a sailor's-eye look at his world.

page 8

Also: Skin-to-Skin — 10
Tall Ships — 12
MSC Reservists — 16
Four USS Yorktowns — 19



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Some public markets like this one on the waterfront were forced to close because of water shortage.

# Sealift Arctic Saves the Day

The shortage is over. Curacao has water and is nearly back to normal thanks to a two-nation effort and the Military Sealift Command.

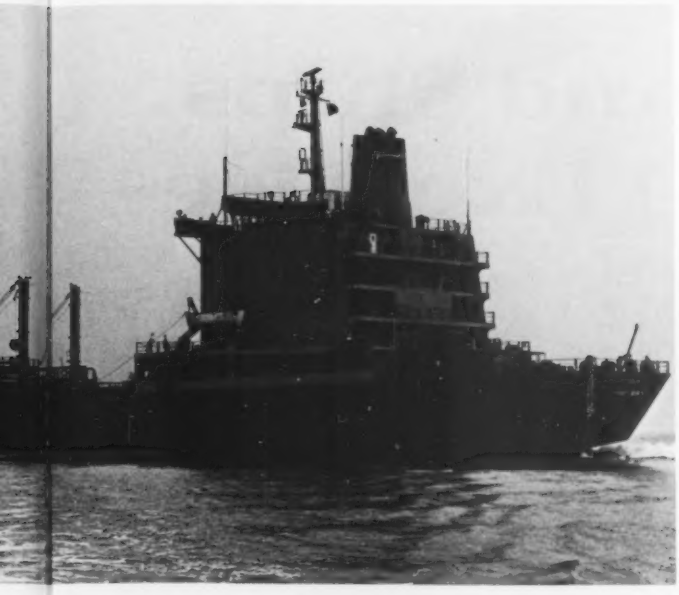
That southern Caribbean island, graced with a tourist pleasing climate but an almost barren landscape and little rain, feared an epidemic due to polluted water. In mid-June sea water was accidentally pumped through fresh water pipes at the island's desalinization plant reducing fresh water production by about 80 per cent.

The Dutch island's population of approximately 140,000 uses nearly 4.5 million gallons a day. Although some water was provided by the neighboring island of Aruba and the Shell Oil Co. distillation plant on Curacao, the supply fell far short of what was needed.

By the end of the month some schools, air-conditioned buildings and public markets had to be closed and there was at least a possibility of an epidemic, according to island officials.

The government of Netherlands Antilles asked the U.S. State Department for help. The job of supplying emergency drinking water went to the Military Sealift Command via the Defense Department.

The command tanker division, headed by Donald Dahl, diverted



USNS Sealift Arctic sails on a two-nation mission to supply water for Curacao.

the tanker USNS Sealift Arctic from its run between the oil refinery at St. Croix in the Caribbean and France, carrying petroleum products for U.S. government bases in Europe.

Sealift Arctic was heading for St. Croix in ballast and was the most available ship in the area. One of the newest ships in the MSC controlled fleet of 30 tankers, the 587-foot-long vessel arrived in Maracaibo, Venezuela July 4. After her tanks were cleaned and loaded with drinking water the tanker sailed July 6 for Curacao with approximately 4.8 million gallons of potable water.

In all, Venezuela supplied nearly 50 million gallons of drinking water carried in 10 voyages by the Sealift Arctic into the early part of August. That gave Curacao officials enough time to repair the desalinization plant and enough water to avert a catastrophe. The relief project was funded by the government of the Netherlands Antilles.

Sealift Arctic is a 25,000-deadweight-ton ship under long-term charter to MSC and operated by Marine Transport Lines, of New York, with a civilian crew. ⚓

Curacao is back to normal after the USNS Sealift Arctic delivered nearly 50 million gallons of water to the Caribbean island.

# Four Command Ships In NATO Exercises

Shown with a deck load of Army trucks in an earlier delivery, Callaghan took helos to Ghent, Belgium for NATO exercises in West Germany.

Four Military Sealift Command controlled fleet cargo ships are taking part in NATO military exercises—the first time since 1964 that MSC ships have been involved in an exercise of this type.

During August the ships transported 348 helicopters, 2,060 vehicles and 259 containers of military equipment to European ports for use by nearly 13,000 Army troops now on war-game maneuvers in West Germany. Troops of the Army's 101st Airborne Division were lifted to Europe by the Air Force's Military Airlift Command.

The roll-on, roll-off vessels Adm. William M. Callaghan, USNS Meteor and USNS Comet, and the general cargo ship SS American Ranger left Norfolk in the second week of August. Callaghan and Meteor carried helicopters and organic equipment of the 101st Airborne Division to Ghent, Belgium, and the

General cargo ship American Ranger carried vehicles and containerized cargo to Vlissingen, Netherlands.

USNS Comet also lifted vehicles to Vlissingen.

Comet and Ranger took vehicles and the remaining military equipment to Vlissingen, Netherlands.

This also is the first time that helicopter assault units have participated in the annual mobility exercise.

Because of the limited number of U.S. forces stationed in Europe there is a need to test the effectiveness of deploying and supporting a military force to Europe during a contingency.

Rear Adm. Sam H. Moore, MSC commander, said MSC participation in the exercise "offers a unique opportunity to demonstrate the command's capability to support large scale troop deployments by sea."

Purposes of the annual exercise known as Reforger '76 include evaluation of U.S. capability to deploy troops by air and to logistically support them by sea and air, to provide specialized field training for U.S. military forces, and to demonstrate the solidarity of NATO alliance countries.

After the airborne division was flown to Europe by the Military Airlift Command, troops and equipment were transported by air, rail and truck to exercise assembly areas near Kitzingen, West Germany.

The war-game exercises were to end by mid-September and MSC ships will return the equipment, aircraft and vehicles to Norfolk in early October.

Helos for the 101st Airborne Division were carried aboard USNS Meteor, formerly the Sea Lift.

# Good Grief, Charlie Brown You're An Author!

By Louis Panarale

"My old dad took a look at my picture on the book jacket and said, 'Why that's you.' He's since read my book three or four times."

Charlie Brown, an able bodied seaman on the survey ship USNS Wilkes, was sitting in the ship's mess, talking about his published book. Wilkes was tied up at the Navy Yard in Washington, D.C., being fitted out for another oceanographic survey cruise.

Charlie also was talking about his 82-year-old dad who is proud as punch that his seaman son is an author. The senior Mr. Brown lives in Arlington, Texas, with his fourth wife who is affectionately called "Granny" by nearly everyone.

"She's a wonderful lady," said the 52-year-old Charlie with a fond grin on his face. Charlie's own mother died when he was 14. His father outlived two more wives before marrying Granny. Charlie seems to enjoy talking about his family.

He became a little less expansive when asked how Charlie Brown, the able bodied seaman, became Charlie Brown, the author. Not much to tell, if you hear Charlie tell it. He wrote the whole thing while on leave for a couple of months. Since he can not type, he wrote the manuscript in longhand. He wrote it from memory because Charlie has never kept a diary or anything like that. He just recalled what was worth recalling.

Vantage Press of New York liked what Charlie had to say. So in February, seaman Charlie Brown became an author with the publication of his 58-page book *Around the World with Charlie Brown*. Why only 58 pages? Why not, asks Charlie who believes in brevity whether he is speaking or writing. "I thought that if the book were any longer, it would bore people."

He was born Charlie Ford Brown in the hill country of Petersburg, Tenn., an area that Charlie refers to in his book as "the land of the unflushables." He was 17 when he left Petersburg to join the Navy. He has returned to Petersburg only once. Noting that the town hadn't changed much, Charlie doesn't expect to return again.

*Around the World with Charlie Brown* is sometimes nostalgic, sometimes sentimental, sometimes informative, sometimes irreverent and sometimes salty. A critic might say that it lacks a professional touch, but Charlie would be the first to admit that. Charlie doesn't pretend to be a literary man ("I don't read books," he says). If the book has some rough edges, so does Charlie. His is an honestly written book.

Charlie's education ended with high school. He was barely out of school and had never seen an ocean when he decided to join the Navy shortly after the United States entered World War II. But Charlie has a more colorful way of describing the event in his book. "Six months after Pearl Harbor, I awoke one morning with Old Glory draped around my shoulders and headed for Nashville to do my part."

His wartime duty in the Navy was spent on warships in the South Pacific. His descriptions of the action he saw are short on detail. Yet Charlie seems to get across the picture of what he saw, as he does with the account of U.S. carrier raids on the Japanese-held island of Guam:

"It developed into quite a show. We encountered the planes from an enemy carrier force plus the land-based planes from the islands. In all, approximately 300 enemy planes were destroyed, a lot of which were bagged by our forces' anti-aircraft batteries."

Charlie also likes to give the reader a taste of the bizarre. In his own sparse literary style, Charlie uses only a couple of sentences to describe an adventure, like one on the island of Espiritu Santo in the New Hebrides group:

"Bill and I explored the whole island and happened upon a spot on the far end of the island that was fenced in; and on the other side was where we saw our first live cannibals with bones in their noses and rings in their ears."

Charlie also likes to be instructive. He has been to the Antarctic and knows how to identify different

kinds of ice formations. Do you want to know the differences between a glacial iceberg, a tubular iceberg, a bergie bit or a growler? Charlie tells you. Then there's Charlie the world traveler who extolls the virtues of this city, or that island:

"One of the places visited during one of our stops was Adelaide in South Australia, a beautiful, clean little city, really spread out, with close to one million population. Nearby is one of the most famous grape vineyards in the country, Barosa Valley."

For something less conventional, Charlie takes the reader on a pub-crawling tour, the kind not likely to be found in any Michelin guidebook. He describes a pub on one of the Fiji Islands which "had all the comforts of home, with a used beer trough at the bottom of the bar."

Remembering some of the women he has met in his travels Charlie can spin tales with a bawdy flair in the best Chaucerian tradition. He tells about a "tall, red-headed lady" named Carol from San Francisco. That's not her real name. Charlie explains in his preface that all names in the book are fictitious "to protect the innocent." As Charlie tells it, Carol was so well endowed that "when she removed her bra all of the wrinkles were dragged from her face."

Charlie can also be sentimental. There are several brief references in the book about women he met and fell in love with. When he was a young sailor on a five-day leave in Sidney, Australia, Charlie met Veronica. He said he was heart-broken when he had to leave her to return to his ship. "I guess you could call it love on my part. I corresponded with her for a few years until she finally married someone else."

Charlie's book has made him somewhat of a celebrity among his friends, relatives and shipmates. Occasionally, he has to take some good-natured ribbing from Wilkes crewmen. "Well, if it isn't Charlie Brown the famous author," a steward quips as Charlie enters the ship's mess at lunchtime.

Charlie is in his work clothes. He sits down and starts in on a plate of stewed chicken. He says he doesn't mind the ribbing from the crew. Anyway, he says, those aboard ship who have read the book may kid him about being an author but privately tell him that the book is "okay."

His book is popular on the survey ship USNS Bowditch where he worked before signing on with the Wilkes. "Quite a few on the Bowditch ordered the book and later said they liked it," Charlie says.

About the same time his book was running off the presses, Charlie decided to get married for the first time. He married a woman from Texas who works for the Internal Revenue Service. She has read his book but remains somewhat skeptical. "She doesn't believe I did all those things," Charlie says. "She thinks I made them up, or that they happened to somebody else."

Has success—modest as it is—gone to Charlie's head? He says that writing a book was a sort of a happy accident. Now, just a few years away from retirement as an AB, Charlie would like to do some traveling with his wife, possibly abroad, but more likely within the country.

In the closing lines of his book, Charlie says: "This is not really the end, but just a terminal point, for I'm still traveling, enjoying life and meeting people."

And Charlie Brown still is looking for new worlds to conquer. Everything else is prologue, like waking up with Old Glory draped around his shoulders, discovering a tribe of cannibals, or writing another book. ⚓

Charlie Brown, seaman and author, tells of his 35 years sailing around the world.

# Skin-to-Skin In the Open Sea

Some people might argue that a "skin-to-skin consolidation" between oilers is hardly a new technique. But for Civil Service crewmen of the Military Sealift Command Navy fleet support oilers USNS Waccamaw and Marias, the technique was untried in the open sea until last April.

Skin-to-skin consolidations are cargo transfer operations in which two ships are secured fore and aft by lines and protected from damaging each other by inflatable or solid rubber fenders placed between the two vessels. Unlike more conventional consolidations, where both ships steam parallel to each other at about 12 knots during cargo transfer, the ships have just enough propulsion power to maintain position. At best they may move at one or two knots.

When Marias transferred passengers, fuel, fleet freight and mail to Waccamaw April 23 and 24 off the coast of Crete in the Mediterranean, the two vessels became the first MSC fleet support oilers to conduct this type consolidation in open waters.

Skin-to-skin consolidations are frequently conducted by commercial merchant ships, both at pierside and in the open sea. They are not, however, a common practice among U.S. Navy oilers.

Skin-to-skin consolidations can be performed only when weather conditions are favorable. A constant watch must be kept on sea and wind conditions to prevent damage to the ships, or loss of cargo.

Capt. John H. Wheildon, master of Waccamaw, and Capt. Walter H. Barckmann, in command of Marias, chose to try the skin-to-skin method both to save fuel and to reduce tension experienced by crewmen during an underway consolidation. Obviously, it's easier to transfer cargo from ship to ship when they are lashed together than it is to move it across open water between two ships steaming side by side.

Fuel consumption is reduced because the ships merely maintain

During an underway replenishment USNS Waccamaw transfers fuel to a 6th Fleet carrier. In a skin-to-skin consolidation the ships move very slowly only inches apart.

USNS Marias transfers a fuel rig to a receiving ship during conventional refueling in which the ships are about 120 feet apart. During a skin-to-skin consolidation, the vessels are separated only by rubber fenders.

position rather than steaming as they do during an underway consolidation.

During a normal underway consolidation, helmsmen and watch officers must be alert to maintain a precise course and steady speed. Engineers must be equally vigilant to make certain that nothing causes the ships to lose power. If one ship lags behind the other, fuel hoses would be pulled apart. Rig teams on both ships also have continuing responsibilities, moving about deck during a conventional underway consolidation to assure that the lines supporting fuel hoses are kept at the right tension. Too taut a line can snap the fuel hoses. If tension is too little, the hoses drop into the water. Maintaining such conditions is trying for ship crews, and there is always the possibility of a steering problem.

Throughout a skin-to-skin consolidation, the principal concern is to keep a sharp eye on weather conditions. Because the ships are firmly lashed to each other, there is little possibility of major damage.

When Waccamaw neared the Marias position, Capt. Wheildon reported that "sea and winds were favorable, light southerly airs at three to five knots with a light sea condition."

Captain Barckmann brought Marias alongside in a smooth approach from astern and stopped, heading east, bow to bow with the Waccamaw. Shotlines, messengers and mooring lines were passed forward and aft and Marias pulled alongside Waccamaw. Fenders had been put over the side of both ships.

A net was rigged under a pilot ladder to insure safety of those moving from ship to ship. Fuel was transferred by flexible hoses while freight and mail were moved from ship to ship by Burton rigs.

After the cargo had been put aboard Waccamaw, both ships, still moored together, were slowly turned into the wind. Aft lines were let go and bow lines slacked off as Marias pulled slowly away while Waccamaw steered a set course.

"While alongside consolidations, with the receiving ship maintaining station on the delivery ship, will continue to be the normal way of conducting underway consolidations, this unique demonstration proved that skin-to-skin consolidations are an alternate method which can be used in special circumstances," said Capt. Richard Dietz, the MSC fleet support program coordinator.

Success of this type operation requires not only ideal weather conditions, but depends upon the skill and experience of ship crews. According to Captain Dietz, the "successful transfer of cargo from Marias to Waccamaw indicates that the MSC Civil Service crewmen who man these ships are on top of things."

Both Waccamaw and Marias are former Navy fleet oilers. USNS Waccamaw was transferred to MSC for operation in February 1975, Marias in October 1973. After an overhaul in New York this month, Marias is scheduled to participate in a North Atlantic Treaty Organization exercise in September, and then will support the U.S. Second Fleet. Waccamaw will continue to support Sixth Fleet operations in the Mediterranean.—L.M.Q. ⚓

Fireworks illuminate New York Harbor July 4.

An Italian seaman abo
Amerigo Vespucci prepa
for visitors to board ship.

# Tall Ships Gather

Photos by PHI John Francavillo

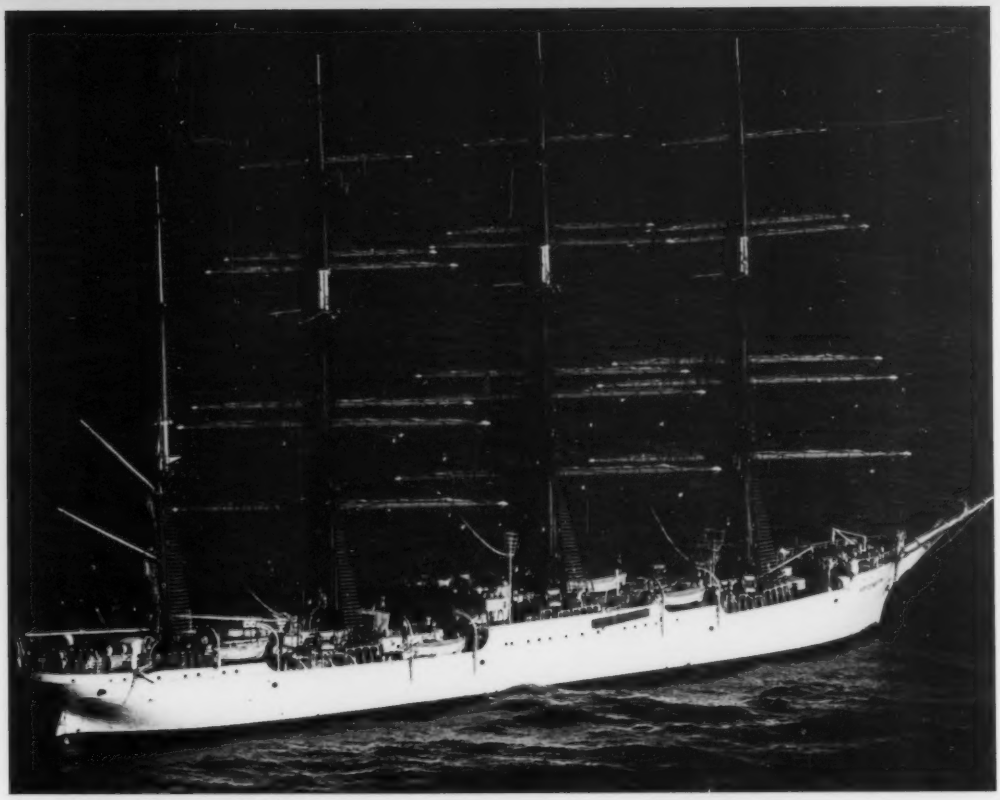
As the saying goes, "everyone loves a parade." Fittingly, on July 4, the 200th birthday of a nation rich in maritime heritage, more than five million people gathered along the Hudson River were treated to a spectacular parade of sailing ships most likely never to be matched. Some people watched Operation Sail from boats, others ashore, on tip-toe, many waiting patiently for a particular "tall ship" to come into view. Sailing vessels participating represented 30-odd countries.

Led by the U.S. Coast Guard training ship Eagle, Nova Scotia's schooner Bluenose II, the Soviet Union's four-masted bark Kruzenshten, Denmark's full rigged ship Danmark and England's three-masted topsail schooner Sir Winston Churchill, among others, sailed up the Hudson River from the Verrazano Bridge to Harlem River, to just beyond the George Washington Bridge.

In conjunction with Operation Sail, another 50 combatant vessels participated in the International Naval Review, one of the U.S. Navy's major contributions to the bicentennial observance. Representing 22 countries, the vessels were on public display in New York Harbor July 3 and 4. Military Sealift Command chartered ferryboats, the Duchess and Circle Line XV, transported Navy-invited guests to the aircraft carrier USS Forrestal which was used as an observation platform during the review. ⚓

The Spanish training ship Juan Sebastian de Elcano is perhaps the longest square-rigged vessel in the world with an overall length of 370 feet.

Her sails furled due to head winds, Japan's 318-foot Nippon Maru passes Brooklyn.



The Soviet Union bark Kruzenshtern was a major attraction among the tall ships.

Italian seamen display the colors next to Amerigo Vespucci at Military Ocean Terminal, Bayonne, N.J.

Italy's Amerigo Vespucci heads for New York Harbor.

German sailors line the spars as the 266-foot bark Gorch Fock passes Bay Ridge.

# Need A Job Done?

# Ask MSC Reservists

By Linda M. Quinones

Cmdr. Harold Curtis headed the project team.

While Naval Reservists possess many military skills which would be needed in an emergency, their experience and know-how are of little value to the Navy in peacetime unless used. Military Sealift Command officials had that fact in mind when six reservists recently were assigned to make a study to determine if heavy-lift capability of MSC chartered Challenger class ships could be improved for use in an emergency.

The six men, all members of the MSC Command/Headquarters Naval Reserve Unit 606 technical and engineering team, studied the feasibility of transferring two sets of 120-ton heavy lift cargo gear rigs from the Admiral William M. Callaghan to a Challenger class ship to permit LCUs (utility landing craft) to be loaded and unloaded without relying on shore based lifting gear.

The recently completed project is an example of the training-by-doing concept stressed by the reserve unit commanded by Capt. John Fairbanks.

The technical and engineering group is one of four functional teams in Unit 606. The unit also has administrative, staff duty officer and operational readiness teams.

The late Ralph Littlefield, former MSC deputy administration and manpower officer, and a member of the unit, coordinated projects between headquarters divisions and Unit 606 teams. The projects take advantage of the special skills of the reservists while providing practical MSC experience for those taking part. Currently, all four teams are involved in projects which support the MSC headquarters staff.

Cmdr. Harold B. Curtis headed the engineering project team that included Lt. (j.g.) Norman I. Udell, Chief Electronics Technician (submarine) Joseph Jack Humphrey, First Class Fire Control Technician William D. Henderson, Lt. Gerald P. Motl and Lt. Roy Richard Rogers.

The six-man engineering team sought to determine the impact of installing heavy lift gear on a Challenger class ship's stability, handling characteristics, cargo capacity, structure and electrical power requirements.

The technical and engineering team examined the feasibility of locating the LCUs over number 3 and 4 holds and over number 2 and 3 holds. They found that installation of the cargo gear rigs in either configuration would have little effect on the ship's cargo capacity, speed, range or fuel capacity.

It would have only a limited effect on handling characteristics and electrical systems. No additional manpower would be needed aboard a Challenger as a result of installation of the gear.

Callaghan is a 9-year-old roll-on,

roll-off cargo ship owned by Sunexport of New York but under charter to the command since it was built in 1967. A Challenger is a self-sustaining breakbulk cargo ship. Lift capability of a Challenger is 70-tons. MSC now has 14 commercially-owned Challenger class ships under charter.

To familiarize themselves with both types of ships, team members traveled at their own expense to Bayonne, N.J. and toured the Callaghan and Pioneer Contractor, a Challenger class vessel.

The study was the first MSC project the engineering team had undertaken. Commander Curtis said it provided a realistic "learning experience with a visible end result. It gave us an opportunity to work directly with staff members of the headquarters engineering division and to learn more about command operations."

Each team member handled aspects of the project they were most familiar with as the result of their Navy and civilian experience.

Curtis coordinated project requirements with Edward H. Fleischer, senior naval architect in the MSC engineering technical division. Fleischer provided guidance for the feasibility study.

Curtis is a senior analyst in the Office of International Research and Development Programs of the U.S. Energy Research and Development Admin. He holds a Bachelor of Science Degree in industrial engineering from Syracuse University and has done graduate work in organic chemistry at the University of Delaware and in mathematics at the University of California. A member of the MSC reserve program since October 1974, he was a scientific investigator at the U.S. Naval Radiological Defense Laboratory from 1955 until 1958.

Udell did stability and trim calculations to assure that the Pioneer Contractor could be operated safely if the heavy lift cargo gear were installed onboard. Other considerations of his calculations were the effects of the installation on range, speed, and fuel and cargo capacity of the ship.

Udell is a project engineer and naval architect with Naval Sea Systems Command submarine ship logistics division. He has a Bachelor of Science Degree in mechanical engineering from the U.S. Merchant Marine Academy, Kings Point, N.Y. and holds a third assistant engineers license.

Rogers did most of the drafting work involved in the feasibility study and organized both ship checks. A member of the MSC Reserve Unit 606 since September 1971, he has a Bachelor of Science Degree in marine engineering from Kings Point. He also possesses a third assistant engineers license. He

Chief Electronics Technician Joseph Humphrey works with slide rule for the heavy lift conversion.

Lt. Gerald Motl (left) discusses project with Edward Fleischer, naval architect.

is a project engineer with Naval Sea Systems Command submarine ship logistics division.

Henderson helped with the conceptual sketches and arrangement of the rigs aboard a Challenger. Henderson has served aboard USS Pratt and Bainbridge and was an instructor at the Guided Missile School in Damneck, Va. for three years. He now works for Vitro Laboratories in Silver Spring, Md. in the Tartar missile department.

The electrical portion of the project was handled by Humphrey, a field service representative for Digital Equipment Corp. He is a graduate of Navy electronics technician class "A" and "B" schools, nuclear power training school and enlisted submarine school. He served aboard the USS Sirago, Permit and Lewis and Clark while on active duty and has been a member of Unit 606 since August 1974.

Most of the writing was done by Motl, a staff engineer at the NUS Corp. in Rockville, Md. A graduate of the U.S. Naval Academy, Motl has had eight years experience in nuclear engineering. His active duty included a tour aboard the USS James Monroe, a nuclear submarine.

Other Unit 606 reservists are involved in additional projects in support of the MSC supply division and medical and staff duty officer programs.

Lt. Joseph Landry is helping Dr. Edward J. Sullivan, MSC medical officer, update the manual which covers the command medical program. Sections being updated cover the function and organization of the medical department, medical care, records, and occupational and preventive medicine.

Unit 606 reservists also are studying a problem posed by the headquarters supply division. Supply Corps Lt. Cmdr. Henry D. Furniss, Jr. and Lt. Cmdr. John R. Donahue are seeking to develop a better means of determining the basic daily monetary rate for subsistence aboard MSC government-owned ships.

Now $3.25 per person a day, the rate is set in accordance with figures derived from the federal supply catalog price list, consumer price index and Department of Labor statistics.

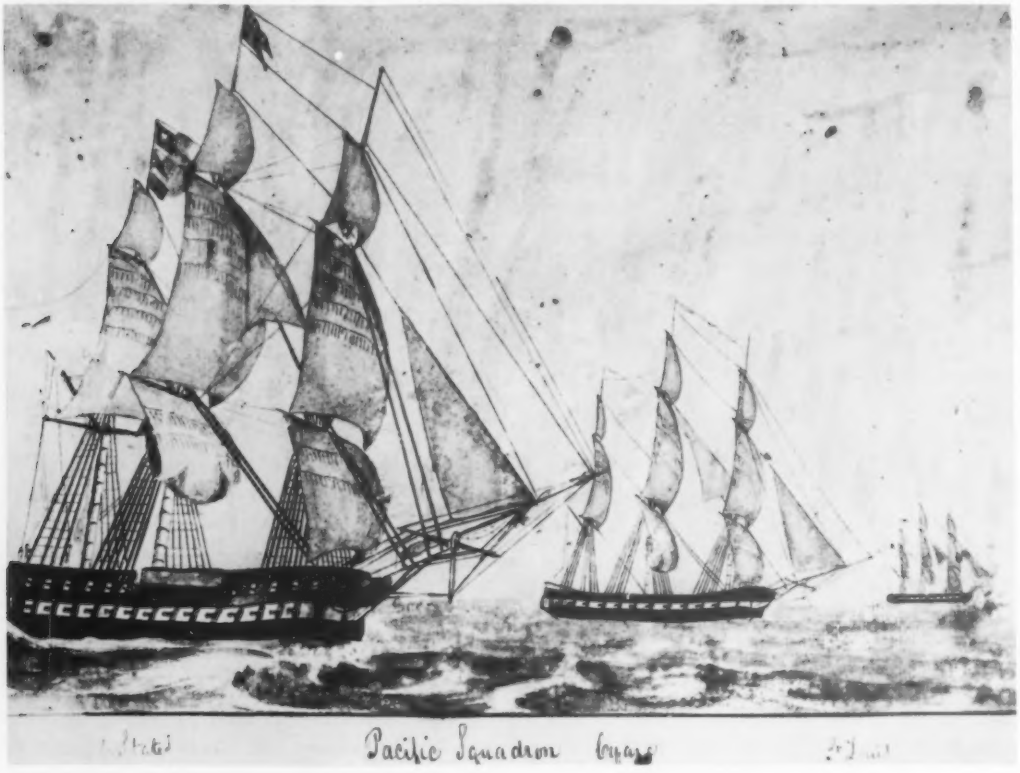
The proposal the reserves are evaluating recommends basing the daily subsistence rate on an average of actual food costs for each ship.

Still other Unit 606 reservists stand regular watches as MSC staff duty officers on the weekends. Sixty per cent of the unit's officers have qualified as staff duty officers.

Rear Adm. Sam H. Moore, MSC commander, and many headquarters staff officers have commented on the success of ongoing programs, noting that involvement of the reservists in command projects provides realistic training for those who would augment the command in an emergency, while at the same time bolstering day-to-day capability of MSC. ⚓

Fleischer, Commander Curtis and Charles Arnold examine feasibility drawings.

The first Yorktown (right) was a 16-gun sloop-of-war.




# Four Yorktowns Honor the Revolution

By Edwin L. Johnson

General Cornwallis surrendered to American forces at Yorktown, Va. on Oct. 19, 1781. The struggle was over; a nation was free.

The Revolution had been won, and its battles had become a part of history. Bunker Hill, Valley Forge and many other names of the places where important events took place are still a vital part of U.S. history. But one name, Yorktown, has added significance during the nearly 200 years since the surrender of Cornwallis. Four U.S. Navy ships have borne the name Yorktown, an 1839 sloop-of-war, a 1913 gunboat, and two World War II aircraft carriers, launched in 1936 and 1942. Each has its own story.

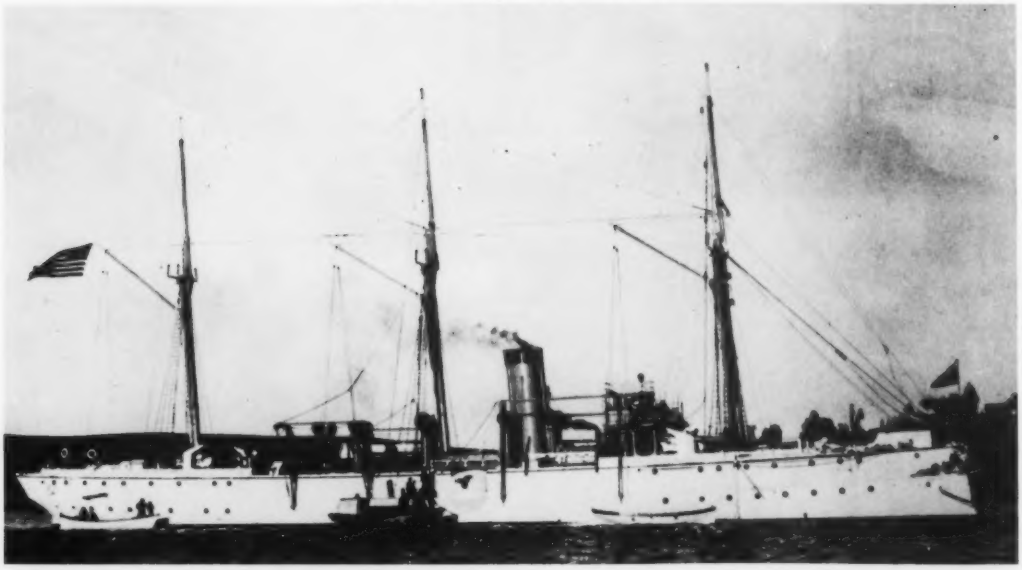
After Congress authorized money for a new sloop-of-war, the first ship to bear the name Yorktown was launched in 1839 at the Gosport Navy Yard in Portsmouth, Va. She was a 16-gun, 556-ton sloop. From 1840 to 1846 she was assigned to the Pacific Squadron and carried the new country's flag on routine peacetime assignments out of many far-flung ports.

In November 1848, the Yorktown was ordered to join the African Squadron and remained with the group until Sept. 6, 1850 when she was wrecked on an uncharted reef off Mayo Island, one of the Cape Verde islands. Although the Yorktown quickly broke up and sank, no lives were lost.

The second Yorktown, Gunboat No. 1, was built by William Cramp and Sons at Philadelphia. The ship was launched on April 28, 1888 and commissioned April 23, 1889. In September, the 1,710-ton gunboat was assigned to the Squadron of Evolution and spent 12 months cruising the Mediterranean. Between 1891 and 1912 the ship operated with Pacific and Asiatic Station Squadrons, and then was decommissioned.

Because of a worsening international situation, the gunboat Yorktown was recommissioned in April 1913

Launched in 1888, the second Yorktown was recommissioned for duty in World War I.



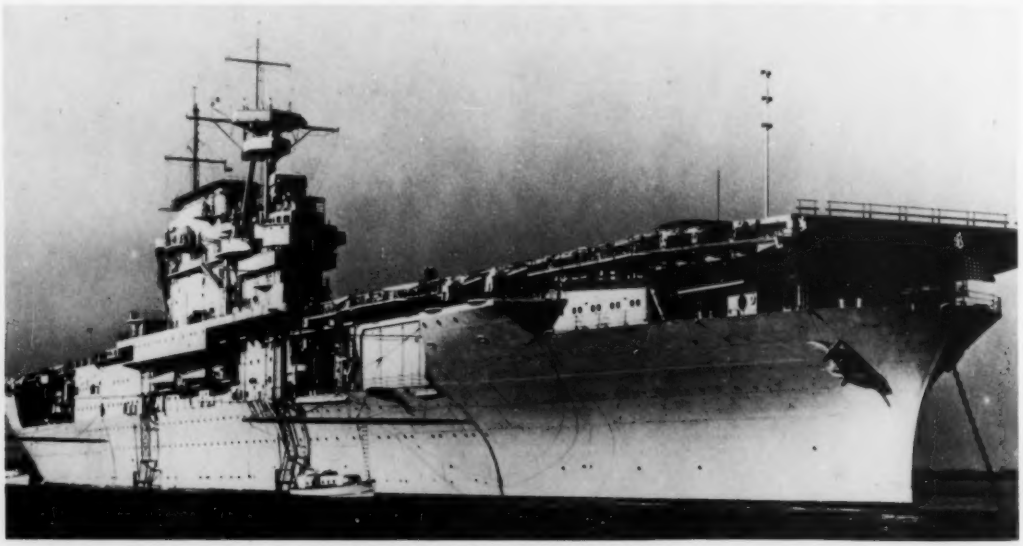
and operated in Mexican and Central American waters, providing Navy support for U.S. policy.

In August 1918, the second Yorktown was reassigned to the East Coast and based in New York while World War I was being fought in Europe. For the next five months the gunboat pulled convoy duty. In January 1919, the ship was transferred to the West Coast.

The gunboat was decommissioned for a second time on June 12, 1919 at Mare Island, Calif., and two years later was sold to a private company.

The third Yorktown was a carrier (CV–5) which was involved in every major engagement by the Pacific Fleet during World War II. Yorktown took part in raids on the Gilbert and Marshall Islands in January 1942, and later her Wildcat fighters, dive-bombers, and torpedo planes were in action at Salamaua and Lae on the east coast of New Guinea, Tulagi in the Solomons, and in the Coral Sea.

These aircraft sank or damaged many enemy destroyers, cruisers, battleships and aircraft carriers and



The third Yorktown (CV–5) was sunk by the Japanese during the battle of Midway.

Three days before CV–5 was sunk, crewmen inspect damage from Japanese bombs.

blasted shore installations as U.S. forces fought their way toward Japan. The exact number of enemy planes and ships the Yorktown destroyed will never be known because most records were lost when the third Yorktown was herself sunk. But existing records show that during the engagement at Salamaua and Lae, the Yorktown, with the carrier Lexington, sank a light cruiser, a large minesweeper and a 6,000-ton freighter, and damaged two destroyers.

At Tulagi and Gavutu, Yorktown aircraft sank a destroyer, and damaged a second destroyer and a minelayer. Her pilots also fought the first carrier "duel" in history when they took on aircraft of the Japanese carrier Sholo.

The carrier went down during the battle of Midway, in June 1942, but not without first putting up a furious fight. Thirty Japanese planes attacked the ship. Twenty-five were shot down but five managed to penetrate the ship's defenses to drop their bombs. One bomb hit the boilers, leaving the carrier immobile. Three more bombs hit the disabled carrier but the Yorktown would not sink. The carrier was in tow when a Japanese submarine was on target with two torpedoes.

The last message from the ship came from crewmen trapped five decks below. There was no hope to save the men and they knew it. The leader of the group, a chief petty officer, radioed ships standing by: "We know you can't get us out, but we've got a helluva good acey-ducey game going on down here. When you sink her, put the torpedoes up forward. We don't want it to last too long."

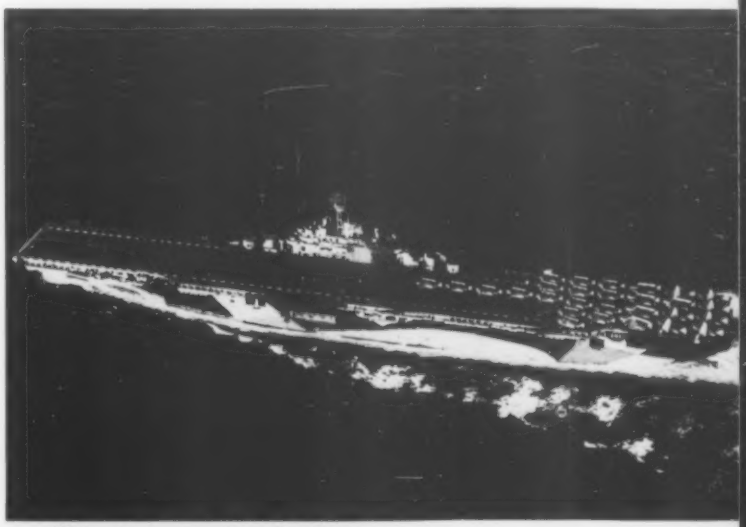
It would take nearly seven months to launch a fourth Yorktown, also an aircraft carrier. Heavier and bigger than its predecessor, the CV–10 weighed in at 24,100 displacement tons and was 855 feet long.

During launching ceremonies on Jan. 21, 1943 at Newport News, Va. the fourth Yorktown started to slide down the greased ways a full seven minutes ahead of its scheduled launch. This was not supposed to happen. Launching ceremonies were meticulously planned and scheduled, down to the last second. Shipyard workers, most of whom had worked on the third Yorktown, gave the new carrier her first nickname, "The Eager Ship."

Speakers, guests of honor, visitors and shipyard workers were surprised but the Yorktown's startled sponsor, Mrs. Franklin D. Roosevelt, was undaunted. She quickly stepped forward, grabbed the netted champagne bottle, swung once at the moving bow—nothing—the ship was still moving. Her grip tightened on the bottle. She cocked her arm and swung a second time. The bottle shattered and the new Yorktown, the fourth U.S. Navy ship to bear the name, was properly christened.

From August 1943, when the fourth Yorktown steamed out of Pearl Harbor to raid the Japanese Island of Marcus, until September 1945, when she was anchored in Tokyo Bay, her crew pursued and destroyed enemy ships. She earned a second nickname, "The Fighting Lady." Her battle record was a virtual chronology of American progress from one Pacific island to another.

The CV–10 had left Pearl Harbor Aug. 22, 1943 on her first combat patrol, in company with the carriers Essex and Independence, the cruisers Nashville and Mobile, the battleship Indiana and 10 destroyers. On Aug. 31, 1943, Task Force 15 raided the Japanese



With planes lined up for take-off, the fourth Yorktown (CV–10) provides air support for Saipan invasion.

In December 1944 Hellcats from the CV–10 attacked targets in Formosa, the Philippines and Indo-China.

Island of Marcus. The Yorktown launched four separate attack groups to bomb and strafe the island. Japanese aircraft were destroyed on the ground, airstrips were damaged and fuel, oil and ammunition depots were razed. The island was in shambles when the Yorktown's aircraft returned to the carrier.

As part of Task Force 14, Yorktown also launched air attacks on Wake Island during early October 1943. The pattern was established: devastate airfields and supply depots, and destroy all merchant shipping in the area.

After a short period for replenishment and minor repairs at Pearl Harbor, Yorktown steamed out of Hawaiian waters as part of Task Group 51.1. Targets were the Jaluit, Mille and Makin Islands and her aircraft conducted strikes against seaplanes, airfields, hangers, depots and merchant ships.

Kwajalein and Wotje Atolls were attacked on December 4. Primary targets in this attack were enemy ships and all major Japanese ships at Kwajalein were destroyed or badly damaged. These included two cruisers, three destroyers and several merchant ships.

The new year saw the fourth Yorktown under way for the Marshall Islands. As part of Task Group 58.1, Yorktown participated in attacks on the islands from January 29 to February 4. In conjunction with aircraft from the Enterprise and Belleau Wood, Yorktown pilots raided island after island in the Marshalls. Several attacks were coordinated with surface bombardments from the battleships Indiana, Washington and Massachusetts.

The Marshall Islands operation was then the most successful amphibious undertaking in the war. Prior to the attacks by the Yorktown, the Japanese had 150 planes in the area. By the time American troops hit the beaches, the enemy had lost nearly all of its supporting air power.

On February 12, Yorktown pilots made raids against Truk. Approximately 50 ships were in the harbor, most of them merchant vessels. However, two auxiliary cruisers were sunk, the Aikoku Maru and the Kiyosumi Maru. Two destroyers also went to the bottom, the Fumitsuki and the Oite. During March, in company with the Hornet and the Enterprise, Yorktown launched strikes against Palau Island, an important staging area.

Yorktown later provided close air support for landings at Saipan, Guam and Tinian. Her main role was to neutralize enemy air support and destroy enemy shipping. The Saipan landings were scheduled for June 18, 1944. However, on the thirteenth a large enemy force was spotted. On the seventeenth, a second large concentration of enemy ships was discovered. Two days later Japanese planes were intercepted. Yorktown pilots destroyed more than half of the 70 enemy planes. Shortly thereafter, the famous "Marianas Turkey Shoot" took place. Essex, Hornet, Enterprise and Yorktown pilots were credited with shooting down more than 383 enemy aircraft. On June 20 the Japanese fleet was sighted at a distance of 275 miles. Yorktown's torpedo squadron attacked the Japanese carriers Ryujo and Hiyo. The Hiyo was sunk and the Ryujo damaged.

By August 1944, the crew of the Yorktown was ordered to return home for a rest. After a 51-day overhaul period at the Puget Sound Navy Yard, Bremerton, Wash., the "Fighting Lady" was once again ready for combat duty. Victory in the Pacific was closer, however, much remained to be accomplished. After spending six days in Pearl Harbor, she departed in late October 1944 for more battle.

On November 5 and 6, along with the Essex, Hornet and Ticonderoga of Task Force 38, Yorktown attacked airfields on Luzon Island. Fourteen bases and some 729 enemy aircraft were destroyed. On November 11, at Ormoc Bay, the Yorktown, working with the other carriers, sank four Japanese transports, four destroyers and one destroyer escort. Carrying out her mission in the Philippine Islands in December, the fourth Yorktown launched her aircraft against targets in Formosa, Indo-China and Japanese-held China.

After completing her Philippine duties in 1945, Yorktown joined Task Force 58 as part of the 5th Fleet. The war was then being taken to the enemy and the Japanese Islands were no longer safe from attack. During February 1945, the Japanese lost 322 aircraft in

the air and 177 on the ground, of which the Yorktown was responsible for a large share. An enemy escort carrier, destroyer, two escort ships and numerous merchant ships were sunk in Tokyo Bay. On February 19, the Yorktown provided close support for U.S. Marines landing on Iwo Jima. After a brief rest, Task Force 58 proceeded to Okinawa in March. On March 18, the Yorktown was hit by a 600-pound bomb which struck a glancing blow near the signal bridge causing considerable damage. Three men were killed and 18 were wounded. However, on the same day Yorktown pilots shot down 102 aircraft and destroyed or damaged 275 on the ground.

Yorktown's planes administered the coup de grace to the Japanese battleship Yamato on April 7, 1945. Six torpedo planes made the attack. Five torpedoes ran "hot, straight and true," and the bottom was literally ripped out of the Yamato.

With the war almost over, the Yorktown made repeated attacks on the Japanese Islands. Between July 24 and 28, the Yorktown took part in assaults on the Kure naval anchorage. The remnants of the Imperial Fleet were destroyed, including the battleship Haruna, the battle-carriers Ise and Hyuga, the carrier Amagi, the commander in chief's flagship Oyodo and the heavy cruisers Tone and Aoba.

At the time, the Yorktown carried 36 Hellcat fighters, 36 Helldiver dive-bombers and 19 Avenger torpedo planes.

When the "Fighting Lady" dropped anchor in Tokyo Bay Sept. 16, 1945, her World War II duty was officially over but her pilots continued to fly. They carried out the task of flying relief supplies to Allied prisoners of war who had been in camps on the Japanese mainland. On Oct. 1, 1945, Yorktown steamed out of Tokyo Bay, stopped briefly at Buckner Bay in Okinawa to pick up passengers, and arrived at the Alameda Naval Air Station October 20. Placed in the Pacific Reserve Fleet at Bremerton during the summer of 1946, it appeared the "Lady's" sailing days were over.

Early in 1952, two years into the Korean conflict, the Yorktown was brought out of mothballs and made ready for combat. But the only part she had to play was a historical one, somewhat similar to the scene at Yorktown, Va. when Cornwallis surrendered. Her angled deck was used in August 1953 for the truce talks.

During the Vietnamese conflict, Yorktown patrolled the Gulf of Tonkin. It was the carrier's last war duty before being retired at Boston on June 27, 1970 and placed in mothballs at Bayonne, N.J. in 1971.

But the history of the "Fighting Lady" did not end in 1970. Scheduled for a last voyage to the scrapyards, she was spared when the state of South Carolina purchased the ship in January 1974. The Yorktown became a naval museum, the first aircraft carrier to be so honored. On Oct. 13, 1975, the 200th anniversary of the United States Navy, at Charleston, S.C., the Secretary of the Navy dedicated the Patriots Point Museum.

Yorktown now is moored in an appropriate setting, anchored to the harbor floor without lines or cables or visual obstructions of any kind. From the shore, she appears to be under way, still the "Fighting Lady," ready at a moment's notice to launch her planes. ⚓

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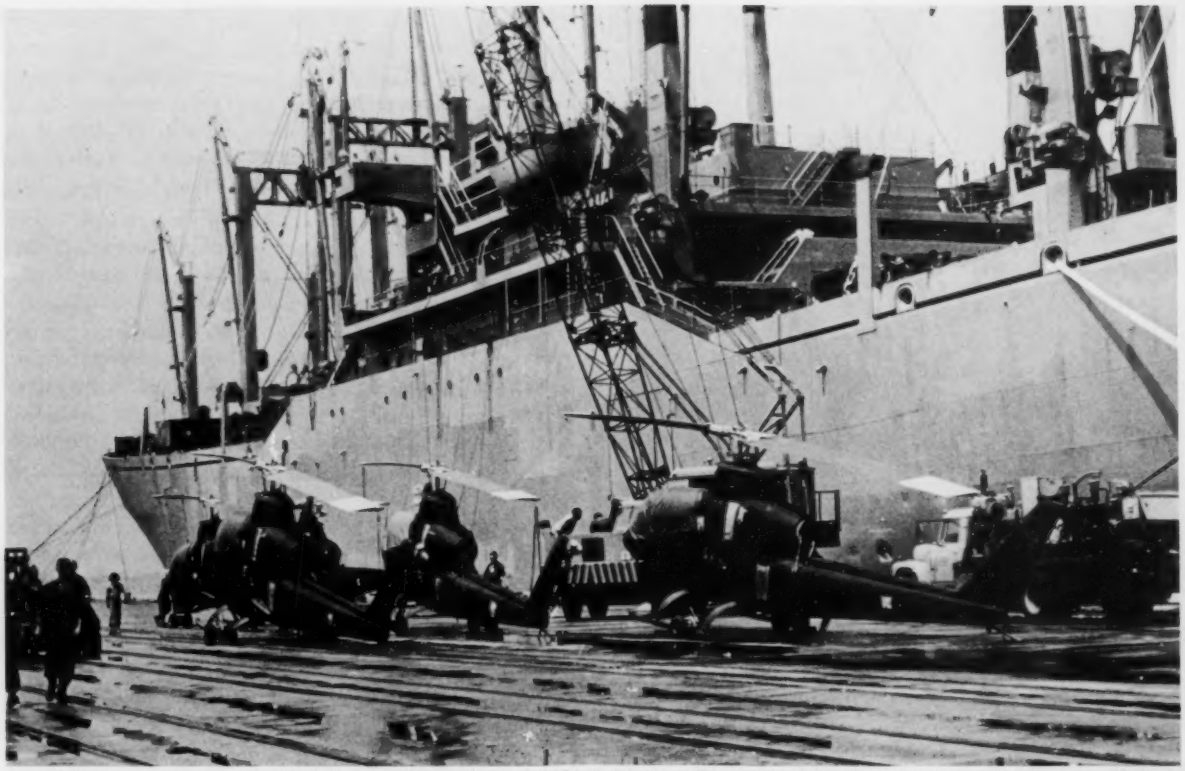
While in the Navy in the early 1960s, Johnson served on a communications ship, destroyer and aircraft carrier.

He has been a communications specialist for the State Department in Southeast Asia where he was assigned to several embassies.

Johnson received his merchant marine papers at 16 and is a graduate of the College of William and Mary, Williamsburg, Va.



Army helicopters are readied for loading aboard USNS Meteor. The ship left Norfolk August 12, one of four MSC controlled ships lifting helicopters, vehicles and military vans to the Netherlands and Belgium. The equipment will be used by the 101st Airborne Division in NATO exercises—after which MSC ships will return it to the United States. Story in October issue.

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